

# 3.1

## PUBLIC WORKSHOP #1

The first public meeting was held in the Gateway Building and served as an introduction to the master plan and process. The workshop agenda included team introductions, a history and background of Complete Streets, preliminary design methodologies, a review and discussion of preliminary Project Goals, walking tours, a visioning session and group presentations.

Walking tours were lead by a member of the design team or steering committee and allowed for in-the-field discussion of existing conditions. Each group was able to identify conditions that are working well, areas of concern and the discussion of potential improvements and enhancements to the existing streetscapes.



Public Workshop #1 Boards

NOTES

← replace with greenspace or bike parking

Too much car parking (red x's)

More outdoor seating for businesses along:

- Main
- Water
- Adams
- Fulton (Pedestrian thoroughfare)

Lower speeds, smaller/less lanes:

- Jefferson
- Adams

**SEPARATED BIKE LANES**  
**BIKE PARKING**  
Make Madison beautiful!

**RECYCLING**  
Consistent lighting/banners  
dark sky considerate

**WAYFINDING SIGNAGE**  
**BUS SHELTERS**  
**MID-BLOCK XINGS**

Eliminate all 1 way streets

car parking = 10 bike parking

NOTES

I ONE FOWNTOWN WITH DISINCT NEIGHBORHOODS/DISTRICTS

**I I TRANSECT**

I STUDY AREA COULD TERMINATE @ KUMPF..... OR AT LEAST COMPLETELY DIFFERENT STREETS IN HOSPITAL/HISTORIC DISTRICT.

I MIRRORRED/CONSISTENT TREATMENT ON BOTH SIDES OF STREET ("COORDINATED")

I MINIMIZE CURB CUTS & BLANK W

I TIGHT RADIUS @ INTERSECTIONS

I PROTECTED BIKE LANES (PHYSICAL BARRIER)

I MID-BLOCK CROSSINGS (GOOD POTENTIAL IN DEP AREA)

\* KEEP THE RIVER VISIBLE

\* DEVELOP CAFES CLOSE TO RIVERFRONT

\* MORE CONSISTENT SIDEWALK

\* NARROWER STREETS

\* MORE PEDESTRIAN MALLS

\* ADD PARKLET

\* PEDESTRIAN AND BICYCLE CONNECTIV

\* MORE STREET TREE'S; FLOWERS

\* RECLAIM STREET (ROAD DIET)

\* NEED ADDITIONAL BUS SHELTERS

\* STREETSCAPE THEME VARIETY

\* KEEP VEHICLE BALANCE FOR COMMERCE AND COMMUTERS

NOTES

- MORE CONVENIENT ON-STREET PARKING
- TWO-WAY STREETS VS. ONE-WAY
- NARROWER STREETS/TRAFFIC CALMING
- RHYTHM KITCHEN-STREET SEATING ☺
- STREET SCAPING (TREES) ☺
- CONSIDER FUNDING SOURCE FOR MAINT
- WAY FINDING/SIGNAGE (I.D. DISTRICTS DISTINCT AREAS)
- SEATING
- PAVING MATERIALS/DURABLE & ATTRACTIVE
- ROUNDABOUT ☺
- PUBLIC TRANSPORTATION (E.G. BUS STOPS)
- CONNECTIVITY OF BIKE LANES (E.G. TO RIVER REC. TRAIL)
- FULTON PLAZA - INEFFECTIVE
- ARTWORK (SCULPTURE WALK ☺)

NOTES

- Better utilization of Fulton Plaza
- Reopen Fulton to traffic
- Mismatched block faces
- Inconsistent tree
- Some pedestrian feel, some not
- Crazy elevation of curb in 300 block Main
- Need more than Washington done!
- Food trucks plaza
- Inconsistent lighting - style & placement
- Good access to River from Hamilton & Main
- Better bike connections
- No real bike infrastructure
- Broken pavement
- No wayfinding
- No indication of public parking
- Puddles!
- No stormwater capture
- Activation street limited to workday & seasons
- Lack of tree canopy
- No shade
- Questionable value of one-way impact on business
- Strange crosswalk (dogleg) @ Hamilton & Washington
- No real sidewalk on West side of Water Court block
- Poor light quality - Dark sky lighting
- Jay walking - no barriers or clear pedestrian path
- Traffic too fast
- Street name signs too inconspicuous
- 1-way off ramps too steep & wide
- Traffic around Civic Center confusing

Public Workshop #1  
Group Walking Tours Notes

# PUBLIC INPUT

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## FROM PUBLIC WORKSHOP 1

After the walking tours each group returned to summaries key finds. Groups were also given study area maps that they could mark up with questions or comments identifying areas to be studied or considered by the design team.

A spokesperson from each team then presented a summary of finding along with any key points identified during the table discussions and mapping exercise. This interactive presentation along with questions and answer lead to the identification of several existing conditions and community designers Summary reports were given by a member of each group. This information was then documented for vetting and incorporation into the preliminary traffic plans, urban overlays and design studies.

**WALKING TOUR  
OBSERVATIONS**

**STREET TYPOLOGY**

**PARKING**

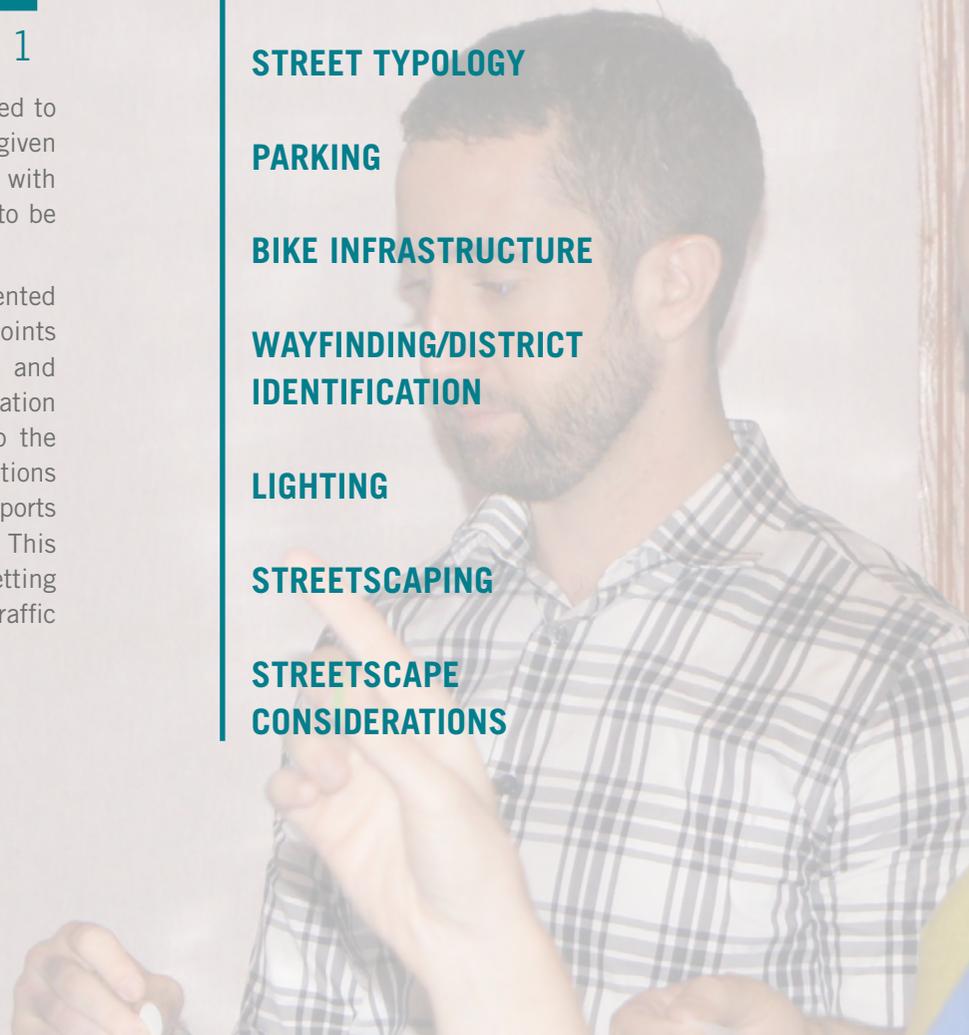
**BIKE INFRASTRUCTURE**

**WAYFINDING/DISTRICT  
IDENTIFICATION**

**LIGHTING**

**STREETSCAPING**

**STREETSCAPE  
CONSIDERATIONS**



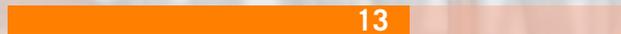
## GUIDING PRINCIPLES FOR PEORIA'S STREETScape

Presentation Boards were displayed that included the study area, Complete Streets Principles, Existing Street Conditions, Preliminary Urban Overlays, Visioning Imagery and Proposed Guiding Principals. Attendees were given a set of red and green stickers that allowed them to visit each board and to identify concepts and imagery that they felt was important or less important. A summary of this exercise is listed below.

### RETAIL/ CAFE SEATING



### BIKE LANES



### GREEN INFRASTRUCTURE



### ON-STREET PARKING



### ECONOMIC VIABILITY



### PEDESTRIAN COMFORT



### BIKE FACILITIES



### STREET TREES



### SAFE STREETS



### FLEXIBLE SPACES



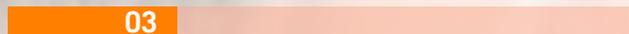
### MAXIMIZED STREET PARKING TO ENCOURAGE DEVELOPMENT



### AMENITIES



### COMPLIMENTARY TO ON GOING DEVELOPMENTS



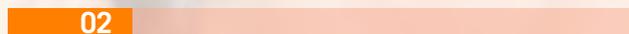
### DECREASED TRAVEL LANE WIDTH



### SAFE LIGHTING



### UNIVERSAL ACCESSIBILITY



### BOLD PLANTING



### TIMELESS DESIGN



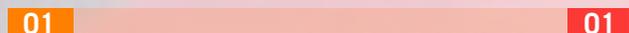
### CONTINUOUS STREET CANOPIES



### ELIMINATION OF HAZARDOUS RIGHT HAND TURN POCKETS



### MAXIMIZED TURNING RADII



### CLEAR PATH OF TRAVEL



### MAXIMIZED PEDESTRIAN REALM

